

Nor' West Miner

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devoted to development descriptive of the North West Territories, Northern British Columbia
and the Yukon. Along the Trail of the Alaska Highway.

Published at Edmonton, Alberta—"The Gateway to the Far North and Alaska."

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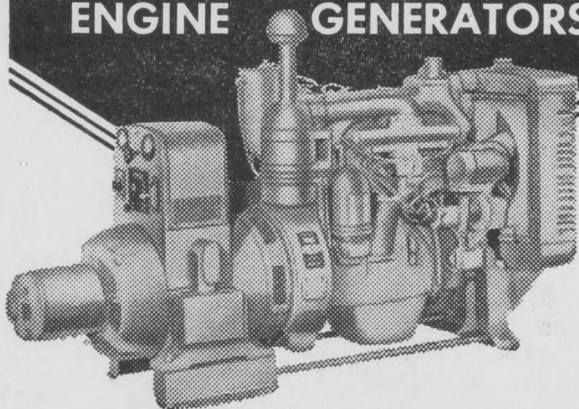
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THE NOR' WEST MINER

EDITOR—F. S. WRIGHT

Devoted to development descriptive of the North West Territories, Northern British Columbia and the Yukon—Along the Trail of the Alaska Highway.

Published at Edmonton, Alberta—"The Gateway to the Far North and Alaska."

Subscription: \$2.00 per annum, post free. Address: Box 323, Edmonton, Alberta.

The Nor-West Miner takes this opportunity of expressing its appreciation of the support given to it during 1946, both from advertisers and subscribers, and wishes one and all A Prosperous and Happy New Year.



SAYS THE MINER . . .

Peace on Earth and Goodwill to all men is the desire of the common man of today. We have neither peace on earth nor have we goodwill amongst all men in these days of post war "Peace". However, let us hope that the year 1947, which is about to break will point the way to a more contented and prosperous world.

* * *

A cynic once remarked, "We have too many commentators and not enough picks." He might have added more to this. Too much planning and not enough implementation of those plans; too many people acting as "Sugar Daddies" in Government circles; too many shortages and too "full warehouses."

* * *

The late U.S. election was fought on the slogan, "Havn't you had enough." The result? People said, "We have had enough" and changed the Government. It has perhaps escaped the mind of the average man in the public life of today that the people are thinking totally different today to what they have thought in the past. The old golden days of promise them anything and give 'em nothing do not apply today, nor are people content

to have their lives and business regimented still further on the plea that the war is not over. Actually it is—legally and politically it is not, nor will it be as long as a Government job is the ambition of many.

* * *

The year 1946 has witnessed tremendous growth as regards development of mining and other natural resources in the North. Today over 250 mining companies are interested in drilling and prospecting the many gold showings which have been discovered. Out of this activity mines are bound to come—large and small, and every one of these future producers will add to the gold wealth of Canada.

* * *

News reports from Prince Rupert state that Alaskans want this "forgotten" Pacific port to handle some \$60,000,000 of business each year. It states the people of Alaska are tired of getting their goods from Seattle. It adds that Alaskans buy mostly at the shipping point, and can get a cheaper freight rate and better service by dealing in the East. Hay shipped to Alaska from Seattle costs \$52.00 a ton—shipped from Prince Rupert \$27.50 a ton.

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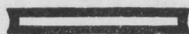
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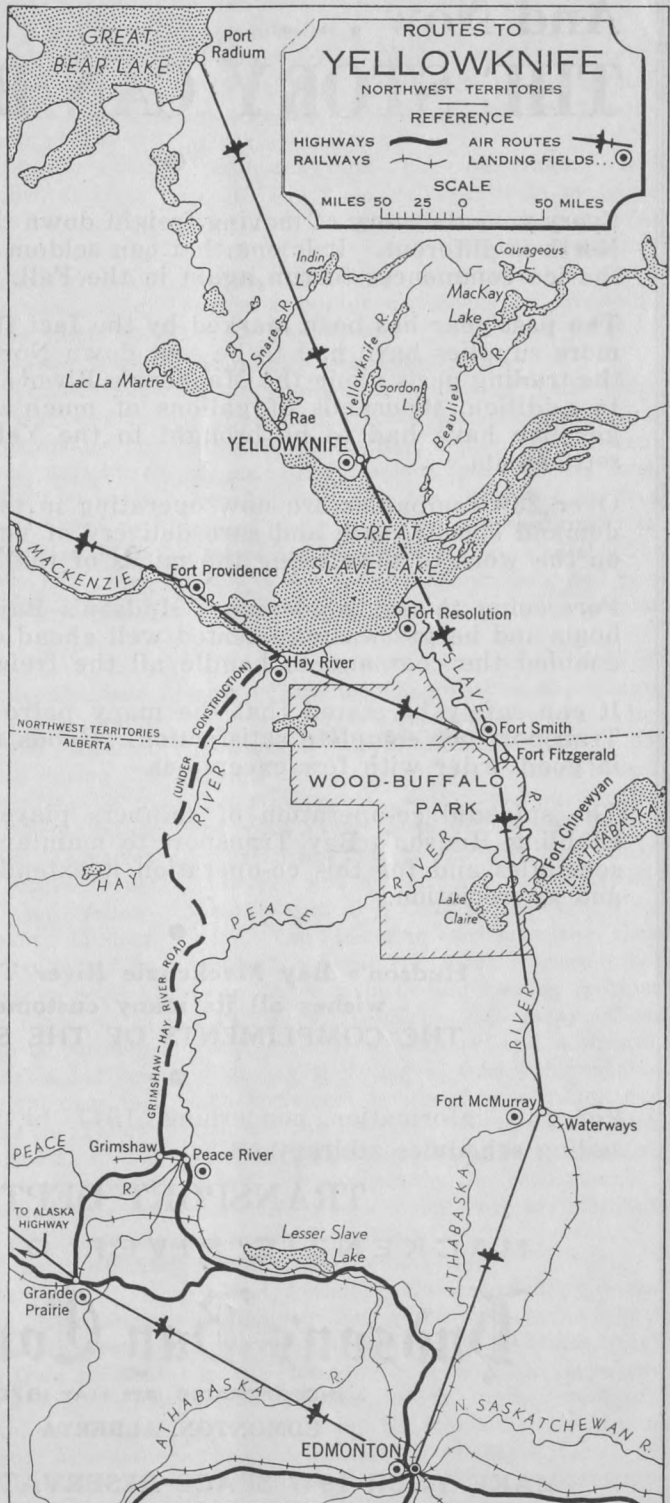
The Yellowknife Mining Area—1946

The Settlement of Yellowknife is situated on Yellowknife Bay, on the north shore of Great Slave Lake, Northwest Territories, at approximately latitude 62 degrees North, longitude 114 degrees West. It is the centre of activity in Yellowknife Mining District, where the principal industry is gold mining. The population, including that of the surrounding area, was approximately 3,000 on June 1, 1946, but this figure is likely to increase.

Yellowknife was founded in 1935, following good discoveries made in the vicinity of Yellowknife River and Bay. The settlement expanded as promising properties were developed into producing mines. Conditions brought about by the war necessitated temporary suspension of gold production at various properties between 1942 and 1944, but milling has been resumed. Reports of remarkable discoveries made on the Giant Yellowknife property in 1944, following an extensive diamond-drilling program, aroused a new interest in the mining field. During 1944 and 1945, thousands of new claims were staked and an intensive program of exploration and development was inaugurated.

How to Reach Yellowknife

By Air—Yellowknife is located about 700 miles north of Edmonton, Alberta, and is most conveniently reached by aeroplane. The Canadian Pacific Air Lines provide regular service except Sunday from Ed-



DRAWN AT THE HYDROGRAPHIC AND MAP SERVICE, 1946

And Now . . . THE STORY CAN BE TOLD

Every year the story of moving freight down the waterways of the North is different. It is one that can seldom be told in full until the ice commences to run again in the Fall.

The past year has been marked by the fact that tons and tons of more supplies have had to be sent down North to the mines and the trading posts along the Mackenzie River and the Arctic Coast. In addition, thousands of gallons of much needed fuel oil and gasoline have had to be brought to the Yellowknife and other settlements.

Over 250 companies are now operating in the Yellowknife. All demand speedy, safe and sure delivery of vital supplies to carry on the work of developing the mines of the North.

Foreseeing this extra demand, Hudson's Bay Transport fleet of boats and barges was augmented well ahead of the season and so enabled the company to handle all the freight offering.

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monton to Yellowknife and return. The trip, one way, occupies about five hours. The regular fare, one way, is \$126.50, and return, \$227.70. Special summer fare (May 1 - October 31, 1946) was \$97.75 one way, and \$195.50 return. Wheel-equipped aircraft land at an aerodrome located at Long Lake, about five miles by road from Yellowknife. A taxi service operates between the aerodrome and the settlement. Sea-plane bases have been established at Long Lake and at Yellowknife Bay.

By Water—During the summer months, Yellowknife may also be reached by boat from Waterways, Alberta—the terminus of the Northern Alberta Railways from Edmonton—by way of Athabaska and Slave Rivers and across Great Slave Lake. The combined train and boat journey requires from one week to 10 days, depending on navigation conditions. Limited passenger services will be available in 1947 on boats operated by Mackenzie River Transport (Hudson's Bay Company). Further information concerning time-tables and fares may be obtained by writing to the company at Edmonton.

Transportation of Freight

The most economical means of transporting freight to Yellowknife is by water from railhead at Waterways, Alberta. Freight services are maintained during the "open" season (approximately June 15 to October 15) by three water transportation companies: Mackenzie River Transport (Hudson's Bay Company), Northern Transportation Company Limited, and Yellowknife Transportation Company Limited. Most mining companies, merchants, and individuals import the coming year's requirements in summer, and carry large stocks. This is an important factor to be considered by anyone planning to start a business enterprise. The rate for freight over this water route from Waterways to Yellowknife is about two cents per pound.

Transportation of freight by air express is more expensive, the rate being 35 cents per pound from Edmonton. Additional information may be obtained from any office of Canadian Pacific Air Lines.

During the winter months, from January to April, some freight is transported by tractor trains and trucks from railhead at Grimshaw, Alberta, over a winter road to Hay River Settlement on the south shore of Great Slave Lake, and thence across the ice to Yellowknife via Fort Resolution. The freight rate for this service is eight cents

per pound and 10 cents for perishable goods. Construction of an all-weather highway over this route from Grimshaw to Hay River is now under way.

Communications

Postal Service—Mail service is maintained to and from Yellowknife by air, several times weekly. Letters are carried at regular postage rates.

Radio-telegraph—Radio-telegraph service to and from Yellowknife is available at commercial rates through the radio facilities of the Royal Canadian Corps of Signals. Messages are accepted by commercial telegraph companies for transmission to Yellowknife.

Yellowknife Settlement

The original Settlement of Yellowknife is situated on a rocky peninsula projecting into Yellowknife Bay, and on two adjacent islands. The townsite has recently been extended following the survey of an area located about a mile from the original site. Lots on the new townsite are available for business and residential purposes, and may be leased from the Agent of Dominion Lands at Yellowknife.

The settlement contains various Government offices, including that of the Mining Recorder, Royal Canadian Mounted Police detachment, Royal Canadian Corps of Signals office, a hotel, two rooming houses, nine restaurants, motion picture theatre, and many other places of business. Among the latter are four general merchant stores, hardware and builder supplies establishment, electrical contractor, garage, drug store, two bakeries, delicatessen, three banks, meat market, meat storage plant, two barber shops, hairdressing parlour, jeweller, two laundries, two assay offices, green grocer, dry cleaner, and a printing office which issues a weekly newspaper. The settlement is served by a doctor, dentist, and two lawyers. Water, air and highway transportation companies or establishments have offices in the settlement. A post office and a liquor store are maintained by the Government.

Supplies and Commodities

Most foodstuffs are imported by dealers and others during the summer months in order to take advantage of lower freight rates. Unexpected growth in population affects supplies, which, in the event of a shortage, must be replenished by tractor train or aircraft at increased cost. The cost of living in Yellowknife is considerably higher than in the provinces. As an ex-

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ample, bread retails at 25 cents per loaf.

Fresh vegetables may be purchased from two local market gardeners. Scattered areas of arable land within reach of the settlement are available for gardening. A number of the common vegetables, including potatoes, turnips, carrots, cabbage, cauliflower, beets, peas, lettuce, celery and onions are raised locally. All dairy products are imported, and condensed or evaporated milk is used almost exclusively. Some eggs are produced and sold at Yellowknife.

Both wood and oil are used as fuel. Wood supplies are scarce, and cordwood costs \$16 per cord in pole lengths. Fuel oil for heating purposes retails at 30 cents per gallon. Other oil products, including gasoline, may also be purchased.

Public Services

Yellowknife Settlement is served with hydro-electric power, has street lighting, and in summer is served by a water-pipe system. Water and sewage services are also planned for the recent addition to the townsite. Regular garbage collections are made in the settlement.

There are two churches (Church of England in Canada and Roman Catholic) in the settlement, a public school employing four teachers and offering instruction from Grades 1 to 11, and a community hall. Hospital accommodation is available at present in the hospital operated at the "Con" Mine, but plans are being completed for the erection of a large hospital on the townsite.

Opportunities for recreation include bowling, pool and billiards, badminton, baseball and softball, boating, fishing, skating, hockey, and curling in season. An area suitable for development as a golf course has been located within a short distance of the settlement.

Local Transportation

A system of roads provides access from the settlement to the mines in the vicinity, and to the airport. These roads are surfaced with waste rock from the mines and with gravel. Additions to the system are under construction. Mining areas situated some distance from the settlement are serviced in winter by aircraft and tractor train, and in summer by aircraft and with the aid of motor boat transportation.

Four taxi operators, two buses, and motor-boat taxi operators furnish transportation service in the settlement and vicinity. Several air services have aircraft

available for charter trips to outlying points.

The Mining Industry

Gold production in the Yellowknife District commenced in August, 1938, and by 1942 the following properties were milling gold: Con and Rycon Mines operated by Consolidated Mining and Smelting Company of Canada, Limited; Negus Mines, Limited; Ptarmigan Mines, Limited; Thompson-Lundmark Gold Mines, Limited; and International Tungsten Mines, Limited on Outpost Island in Great Slave Lake. The Ruth Mine of Consolidated also was brought to a state of production by 1942. A shortage of labour and other conditions brought about by the war forced temporary suspension of gold production on these properties, but the Negus Mine is again in operation. Resumption of milling at the Con and Rycon Mines, and at Thompson-Lundmark Mine is expected about September, 1946.

Active development work is also proceeding at other promising properties. At the Giant Yellowknife Gold Mines, Limited property in the Yellowknife River area, two shafts have been sunk, and it is expected that gold production will start in 1948. Crestaurum Gold Mines, Limited, have the sinking of a shaft under way, and it is hoped to commence milling in 1948. Reports indicate that milling on a small scale will be commenced in 1946 at properties of Peg Tantalum Mines, Limited, near Ross Lake, and De Staffany Tantalum Beryllium Mines, Limited in the Beaulieu River region. Many other companies are carrying on diamond drilling programs and arranging for development.

Electric power for present requirements of the operating mines and for the Settlement of Yellowknife is provided by a hydro-electric plant operated by the Consolidated Mining and Smelting Company of Canada, Limited, on Yellowknife River north of Prosperous Lake. As new mining developments in the district will require more power than is available from this plant, a new power project on Snare River, about 80 miles from Yellowknife Settlement, is being undertaken by the Canadian Government. It is expected that power from this source will be available in 1948.

Yellowknife Mining District comprises an immense area, and many localities as yet have received only casual examination. Although thousands of claims have been

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staked, a great many await geological examination. The seven principal mining areas under investigation and development to date are as follows: 1, Yellowknife Bay and River; 2, Gordon Lake; 3, Beaulieu River; 4, Indin Lake; 5, Mackay-Courageous Lakes; 6, Russell-Slemon Lakes; 7, Hearne Channel (Great Slave Lake).

Yellowknife Mining District has been mapped from aerial photographs into a series of squares, each covering an area of approximately 250 square miles. Each square is shown on a mineral claim sheet which indicates all claims staked within such area. These claim sheets are printed at Yellowknife, and may be purchased at a cost of 25 cents per copy from the Mining Recorder there, from L. E. Drummond, Agent, Northwest Territories Administration, McLeod Building, Edmonton, Alberta, or from the Bureau of Northwest Territories and Yukon Affairs at Ottawa. An index map showing the location of the areas mapped on mineral claim sheets may be obtained without charge from the above sources.

Summary of Mining Regulations

Any person over 18 years of age may obtain a Miner's License on payment of a fee of \$5. Each licensee may, in any one license year (April 1-March 31) stake and record (6) claims for himself and six (6) claims each for two other licensees (proxies). Licenses must be renewed annually, and representation work to the value of at least \$100 per claim must be done each year. After work to the value of \$500, including cost of survey of the claim, has been performed, and other conditions met, a lease covering a period of 21 years may be applied for.

The Department of Mines and Resources maintains a Recording Office at Yellowknife, where the Mining Recorder keeps records of mining claims for the Yellowknife Mining District. The Mining Recorder is also Dominion Lands Agent and Crown Timber Agent for the district. Copies of the Mining and other regulations may be obtained from the Mining Recorder at Yellowknife or from the Bureau of Northwest Territories and Yukon Affairs at Ottawa.

Opportunities for Employment

In order that full information about employment opportunities at Yellowknife may

be available at all centres throughout Canada, the Department of Labour has established at Yellowknife a National Employment Service office, the manager of which is actively in touch with those who are in a position to offer employment. Similarly, the National Employment Service at Edmonton, Alberta, and Mr. L. E. Drummond, Agent Northwest Territories Administration, McLeod Building, Edmonton are in a position to furnish reliable information about employment conditions in the Mackenzie District of the Northwest Territories, which includes Yellowknife. The last mentioned officer can also furnish advice on obtaining accommodation at Yellowknife.

Men employed in the mining industry must first undergo a medical examination, and, if prepared to work underground, such examination includes chest X-ray. Facilities are available at Edmonton for medical examinations. The volume of employment depends upon the requisitions for labour made by the various companies operating in the District. Only suitable men are engaged, and preference in selection is accorded those with military service. Individuals planning to follow the occupation of a prospector should be in good physical and mental health, and fully equipped to meet the demands of a rugged, outdoor life.

Accommodation

At present hotel and other accommodation in Yellowknife is quite limited, and food stocks are in short supply. It is therefore urged that those desiring to travel to Yellowknife should first correspond with the Agent, Northwest Territories Administration, McLeod Building, Edmonton, Alberta, the Secretary, Local Trustee Board, Yellowknife, N.W.T., or the Secretary, Board of Trade, Yellowknife, N.W.T.

Business Opportunities

As additional mining properties are brought to production, the Settlement of Yellowknife may be expected to grow, with corresponding opportunities for new businesses. However, anyone planning to open a business enterprise is urged to visit Yellowknife first and canvass the situation. Lumber and building materials are still in short supply, and as a result, premises for business and residential purposes are not available at present. It is expected, however, that this situation will be remedied late in 1946 or in 1947.

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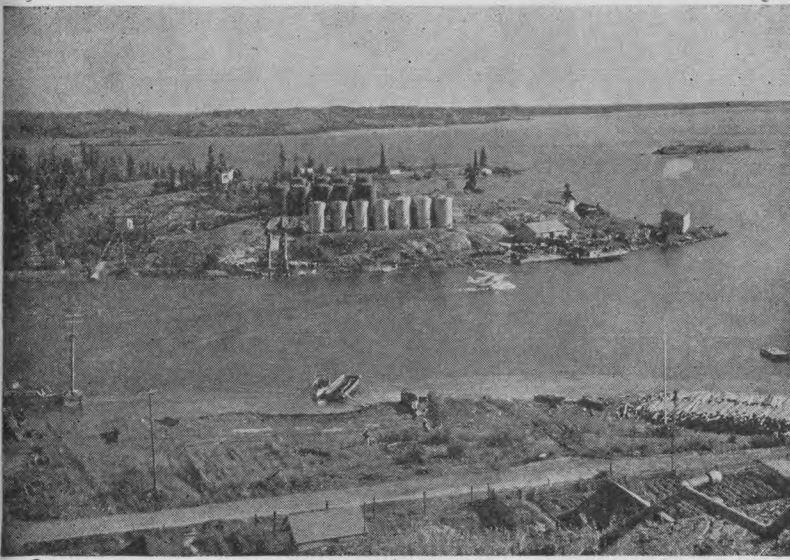


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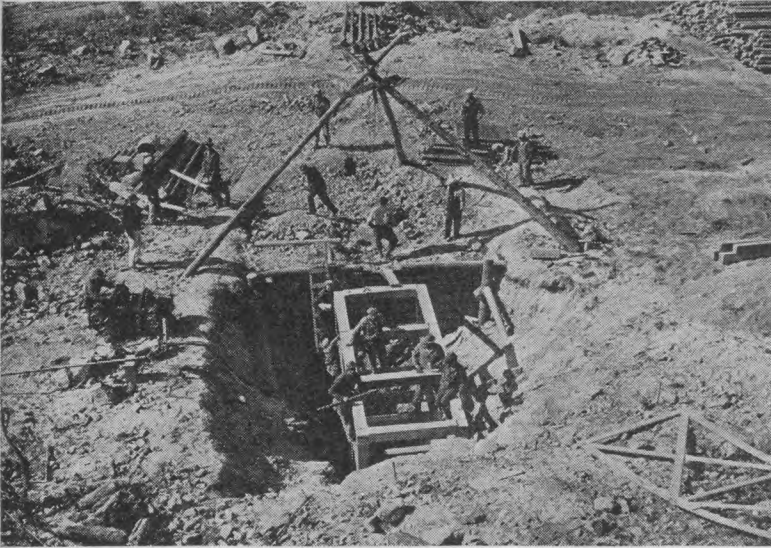


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Alaska People Want Prince Rupert To Handle \$60,000,000 Business Each Year

By WILLIAM SCHULZE, Seattle P.I. Staff Correspondent

This story clipped from the Daily News, Prince Rupert, should be studied carefully by Canadian business men, especially those of Edmonton. There is opportunity here, to firmly establish good and profitable business connections with our Alaskan neighbours and, in addition, help Canada's export trade.

For Sale: A great and growing sixty-two million dollar business now chiefly handled through Seattle but available to the best bidder. That is the Alaska import figure for 1945, according to the Alaska development board. The many Alaskans I have contacted in Ketchikan, Wrangell and Petersburg are unanimously and enthusiastically in favor of shipping through Prince Rupert, because they are convinced it will mean lower shipping and merchandise costs, and an end to strike tie-ups.

Alaskans prefer to buy American," Lew Williams, secretary of Alaska and acting governor in absence of Gov. Ernest Gruening in Washington, D.C., told me in Wrangell. They are in the habit of buying and shipping through Seattle. Now they are finding they can buy cheaper in the Mid-West and ship cheaper through Prince Rupert. Seattle will lose out to a great extent unless wholesalers and steamship companies there meet the new and . . . lower prices through Prince Rupert."

Why? Well, there was the Ketchikan merchant who told me Seattle wholesalers charged him more for a standard line of canned goods than the retail price in Seattle stores. Or the Ketchikan merchant who reported a piece of radio equipment purchased and shipped from Seattle sold for approximately \$12 which included 40 per cent profit to him. Furthermore, the same equipment, purchased from the factory near Chicago and sent via Prince Rupert was sold, he asserted, for a little over \$8 including 50 per cent profit. Or the Wrangell dairyman who said the cost of hay per ton delivered is \$52 a ton from Seattle and \$27.50 from Prince Rupert.

Alaska still is willing to trade with Seattle, but not on the old basis. Alaskans, fed up with an unprecedented series of maritime strikes ever since the first of this year, and plenty during the past 10 years, are not just talking about cutting their ties with Seattle, however. They are going ahead with arrangements for regular, permanent service from Prince Rupert.

Earl N. Ohmer, Petersburg chamber of

commerce president, returned from Juneau recently with word that Briggs Steamship Company, an East Coast affair, is planning to begin regular service between Prince Rupert and Southeastern Alaska.

Refrigerator Barge

The first craft to be put on the run will be a 250-ton power barge equipped with refrigeration to handle perishables as well as other cargo. Another similar barge will be in operation by the first of the year, it is promised. Another refrigerator barge Alaska Queen, is now being shuttled between Prince Rupert and Ketchikan by Oxenberg Brothers of Brooklyn, N.Y., who have a Seattle office at the Bell Street Terminal, according to J. W. Mendenhall, manager of the Ketchikan Cold Storage Company.

"Seattle is going to have to do a lot of squirming and look after its business or it is going to lose a lot of it," Ohmer told me. "Seattle may as well face the facts. We now are shipping a considerable quantity of our supplies from the Central United States through Prince Rupert. The Briggs people promise us they will save us 20 per cent on what it now costs to ship from Seattle.

Rail Rates Identical

"Rail rates on shipments from the Mid-West through Canada to Prince Rupert are identical with those from the Mid-West to Seattle. And the purchase price in the Mid-West is substantially lower than in Seattle because we eliminate the Seattle wholesalers or jobber."

Ohmer credited the Seattle Chamber of Commerce with doing the best it can to remedy a bad situation during the maritime strike, but insisted it is a national rather than a local problem and that the federal government is the only agency that can give Alaska adequate transportation.

Are Tired of the Tie-ups

Said Mendenhall:

"The people of Alaska are weary of shipping tie-ups. There is no use attempting to develop Alaska if we cannot get transportation. Even when Seattle lines

are not tied up there is so much uncertainty that investors are discouraged."

Incidentally, Mendenhall said the Canadian National Railway which has a terminal at Prince Rupert is planning to put a new ship on the run from Prince Rupert to Southeast Alaska to replace the Prince George, which burned and was beached near Ketchikan a year ago.

This new boat will carry cargo, too. The Prince Rupert Chamber of Commerce recently invited Alaskans to have Governor Gruening appeal to the export branch in Ottawa for permits to export Canadian food from Prince Rupert.

Ketchikan learned last week that Union Steamships Ltd., of Vancouver, B.C., plans to begin service into Ketchikan on a weekly basis.

The Alaska-Seattle honeymoon was over a long, long time ago. The present maritime strike has brought about an involuntary separation.

Now Alaska is shopping around for a divorce.

BLASTING ROCK

During the war both the Allies and the Germans found that a shaped charge of powder in the form of a bomb had a better effect in breaking down pill boxes than an ordinary straight charge of powder—so bombs manufactured in cone shape were used. W. T. Warren, general Superintendent of National Tunnel and Mines Co. recently read a paper in which he described this method of blasting before the U.S. Metal Mining Convention. He stated experiments were so successful that the charges were immediately put into practical use when mine blasting and resulted in increased tonnage of over 30 per cent per man-shift effecting a material cost saving. He figured that with these "bombs" (powder enclosed in shaped tin cans) 4 tons of rock per pound of powder, at a cost of 4c per ton, could be broken.

The small charge used for breaking up boulders holds 1¼ sticks of powder and the large one 9 sticks. He added that with the small sizes they could place at least 10 charges while drilling one blockhole loading and shooting. With the large bombs, on finger hangups, one charge had many times done the work of three boxes of powder in a few moments as against several days. Mr. Warren's address is Toole, Utah, U.S.A.

Krug On Alaska

U.S. Secretary of the Interior J. A. Krug recently made some interesting announcements as to the future government policy for Alaska.

He said—

An adequate transportation system must be established.

That unrestricted travel would be possible over the Alaska Highway next spring.

Construction of a 550-mile railway from Fairbanks to Teller on the Behring Sea.

Pioneering of another railway northward where important oil discoveries have been made. This evidently refers to Point Barrow.

Expansion of port facilities. Construction of a new fleet of North Pacific ships. Establishment of a network of all-weather highways. Establishment of a network of airports.

He concluded with "The interior department has been given the "green" light to speed up Alaska's development."

Uncle Sam is evidently determined that Alaska shall no longer be the forgotten child of the United States.

CANADA'S OVERSEAS TRADE

Exports going down, imports going up, are making Canada's trade picture not so rosy as many, including government propagandists, are trying to tell us. In this connection it is important to note that exports of gold have fallen to less than half prewar times, \$95,000,000 as against some \$200,000,000. Gold is the most valuable asset that Canada has to export. It has a set value—a ready market and is the one medium that can adjust trade balances on a proper basis. During the war, gold exports to the States from Canada more than took care of the obligations arising from Canada's foreign debt. In fact, during the depression years it saved the international day for Canada. All the more reason why every inducement and encouragement should be offered present gold producers, possible gold producers and prospectors seeking new finds to go full speed ahead. Canada is going to need plenty of gold later on, even if it does not now.

Did you find any of our towels in that man's suitcase," asked the hotel manager. "No," replied the detective, "but I found a chambermaid in his grip."



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THIRD TRANSCONTINENTAL RAILWAY

Address made by E. T. Applewaite of Prince Rupert before the Associated Boards of Trade of British Columbia.

Two things we are all agreed upon—

First is the need of the Peace River district for a rail outlet to the Pacific by the shortest practicable route, and the moral obligation of the Dominion Government to see that such an outlet is provided. Settlers were encouraged to move in these years ago with repeated promises of transportation facilities. They have developed what can and will be an empire of agricultural production. And they can get their products to Pacific waters (sarcasm) by shipping east to Edmonton and southwest to Vancouver, a distance of 1,400 miles. By rail to Prince Rupert the distance would be about 580 miles. The same applies to consumer goods imported through Pacific ports moving to the Peace River. In the last year figures which are available show there was hauled into Edmonton by the N.A. Rys. 6,000 cattle, 200,000 hogs, 3,000 sheep, 500 horses, 10 million bushels of grain. There was a moral obligation to give the settlers of the Peace a direct outlet. There's a tremendously powerful economic argument to justify such an outlet because when, and only when, such an outlet is provided Canada will have in the Peace River an agricultural area of almost unbelievable size, whose productiveness cannot be over-estimated.

The second point on which we all, I feel sure, can agree is that the development of the port of Prince Rupert is essential to the life and growth of the City of Prince Rupert. This port was in use as a port for the last two or three years of the war. Even though such use was largely military, and therefore the benefits to the city were indirect and secondary. We know what it meant to business and employment. We now have a port with facilities vastly improved over those of 1938. You all know about the docks and other facilities, for most of which we can thank the American Government. It's now up to us. Are we going to see these things fall to pieces, or be dismantled, or is it worth our while going after a source of steady and ever increasing trade and employment? Is this port to handle nothing but fish, or do we want to see cattle and grain in large quantities moving through here? And the other resources which will be developed by such a line as we propose. The answer

is obvious. The world is full of people and this country needs the people to produce markets in which to sell, and transportation to these markets. Veterans and others provide a large potential of settlers. I could discuss that, but I think we will all admit there is no shortage of people willing to settle in an area where a livelihood is assured. The world is also full of markets. People have to eat and I think we can all agree that there is no excess of foodstuffs in the world today, nor is there likely to be for some decades to come. Then why isn't the Peace River filling up with people producing needed foods for hungry markets? Solely because the means of transporting that produce to the markets at reasonable costs are lacking—and those, who, in the past, have made the venture, relying upon promises made, have met with nothing but disappointment. The Peace has good soil, sufficient moisture. I want to quote an official Government soil survey—"The area on the north side of the Peace extending from Fairview to the British Columbia boundary contains the greatest amount of good soil encountered during the summer soil surveys." Remember that is the North side. I want to refer to that later. The district has never had a complete crop failure. It has sufficient rainfall, ample sunshine and a frost free ripening period. The Peace River has captured more World wheat championships than any other equal area in the Dominion. I don't think there is need to expatiate any further on the productive possibilities of the Peace River, and we do not need to waste time trying to convince this audience as to the advantages of Prince Rupert harbour.

Now getting back to the Peace River district, being predominately agricultural it needs the only three things any agricultural area needs for its full development.

Now to our proposal: What it actually amounts to is a third transcontinental railway across Canada? Now do not let that frighten you off. I know that you can think of lots of abstract arguments against another transcontinental line. It is estimated that the cost of such a third transcontinental line would only be around \$18,000,000. And that, these days, is not at all a large sum. In fact, as expendi-

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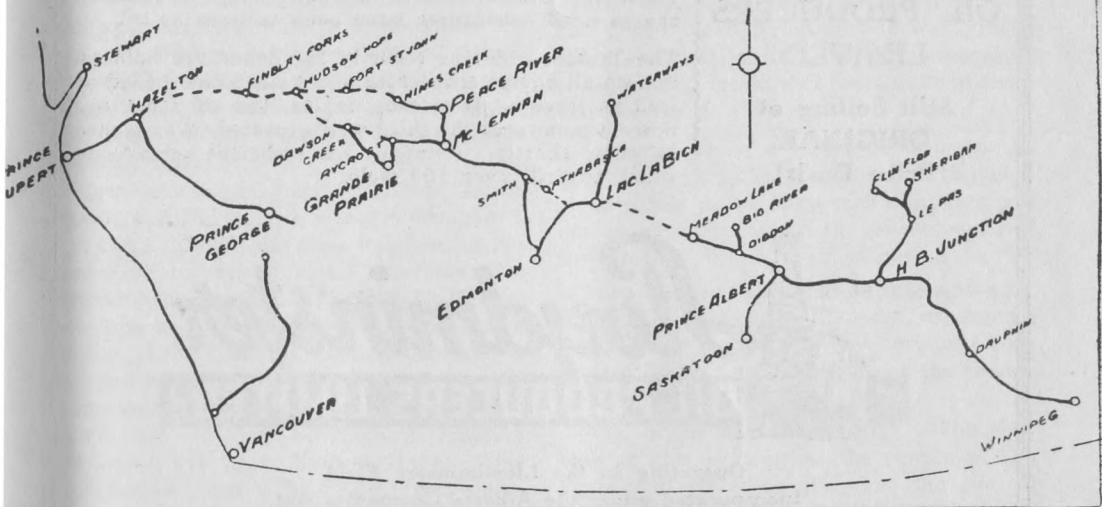
**DAWSON CREEK**

tures go these days, a very small sum.

There is reason to believe that the Governments of Manitoba and Saskatchewan would view this proposal favorably. It is sure of enthusiastic support in the Peace River block.

Now let us take a look at the map. What this map does not show is that there is a railway from the Pas to Port Churchill. The Canadian National runs from the Pas to Meadow Lake. The C.N. runs into Lac La Biche. Between Meadow Lake and Lac La Biche there is a gap. There is 42 miles of line west from Lac La Biche to Boyle which does not show here. This 42 miles is N.A. Rys. Between Boyle and Smith there is another gap. As you can see there is a

nipeg, Man., and give the communities around Meadow Lake, Smith and points between direct service east and west. It is interesting to note that over this route it would be 1,805 miles from Prince Rupert to Port Churchill, 1,280 miles of which is already built and is certainly not being put to the best possible use. May I dwell on the Fort Churchill angle for a moment. Figures are not very interesting but I'm going to give you one set. From Churchill to Liverpool is 2,936 miles, from Prince Rupert to Hong Kong is 5,320 miles, so the total Hong Kong to Liverpool via Rupert and Churchill is 10,161 miles. Hong Kong to Liverpool via Vancouver and Montreal is 11,737 miles. It would be 1,576 miles



### The Third Continental Railway—Line shows where gaps exist between Fort Churchill and Prince Rupert

fairly direct line west from Smith as far as Hines Creek on the north side of the Peace and to Dawson Creek on the south side of the Peace. Then we come to the next gap—between Hines Creek and Hazelton. As you know there is a line from Hazelton to Prince Rupert. The estimated total mileage of these three gaps is 525 miles. At an estimated cost of \$30,000 a mile, the cost of new construction would be around \$18,000,000.

Compare \$18,000,000 with the cost of building the C.P.R.—the C.N.R.

The building of these three gaps would not only give us a new transcontinental line, namely Prince Rupert to Fort Churchill, it would also give Prince Rupert and the Peace River Block a direct line to Win-

shorter from the Orient to Liverpool via Rupert and Churchill and it takes only 525 miles of new construction to complete it. This is hard to believe, but is quite easily seen on the globe. Flat maps of the world are misleading. Fort Churchill and Prince Rupert are now well developed ports so this new route even has its terminals ready.

As to the resources of the country through which this route runs, they are pretty well known. Our agricultural, timber, yes oil resources are a matter of record very largely. The mineral possibilities of the famous pre-cambrian areas are more speculative but generally they are viewed with optimism.

Summing up the situation in so far as the transcontinental line is concerned: The

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building up of the gaps in this line are so obviously of value to Canada as to make any argument to the contrary sound foolish. The opening up of another large stretch of rich territory in the North would be of immense advantage to Canada. The shortening of the rail and sea route from Europe is also of unquestionable value both from the Dominion and the Imperial point of view.

Then why has this project not been more favorably considered? The reason is not far to seek. The entrenched interests in Montreal and Vancouver, with the interlocking railways across Canada, are afraid that such a line would divert the grain and other business away from these two ports. No doubt it would in part, but why should such considerations be allowed to block the way when the general benefit to both Canada and the Empire is so obvious and the cost so meagre in these days of billion dollar war and peace expenditures? And why should we be less active in pressing our case than the people of Vancouver in pressing theirs?

Now let's come back closer to home. Here's a little point I want to bring out. The Peace River—the river itself—does not lend itself to easy or cheap crossings. You can see how the N.A. Ry. splits at McLennan, one branch serving the district north of the river, the other the south side of the Peace. It seems to be generally agreed that coming westward from McLennan you won't get another satisfactory crossing until you get near Hudson Hope. This orphan down here (The P.G.E.) may—perhaps should—eventually be pushed northward and quite conceivably might provide good service to the southern portion by running to Dawson Creek. To serve the north it must come round by Hudson's Hope.

And what have you then? From Hines Creek to Squamish is about 800 miles. From Hines Creek to Prince Rupert is well under 600 miles. And what is there down here (Squamish)? A port fully developed? No, just a place where you can load barges for transport to Vancouver.

Now I for one do not believe in knocking the requests of other districts. If the settlers along the P.G.E. are entitled to better railway service why should we oppose them? But if its a question of developing the North, let's fight 'em tooth and nail for that development through Northern ports. They talk of spending 20

millions to put the P.G.E. into the Peace at one point, a further 12 millions to another. Total 32 millions. And when present tonnage is quadrupled we are told an improvement to the barging system, Squamish to Vancouver, will be made. And we sit here with a well-equipped port (Prince Rupert) waiting for tonnage, and the Peace River people with present tonnage demanding a port.

Our first concern is the line from Hazelton to the Peace. Is it feasible? In 1912 preliminary surveys were filed with the B.C. Department of Railways covering this stretch north from Hazelton and as far up as the Groundhog coal fields. In 1912 a practical railway builder, Sir Donald Mann, held a charter to run along here—Groundhog to Findlay Forks. In 1929, a similar charter was acquired by H. H. Stevens for the Consolidated Smelters. It was practicable and feasible in 1912. It is certainly practical and feasible in these days of modern machinery.

It seems to be a waste of time to approach the Canadian National Railway concerning this as we have concluded they are not at all interested in the development of the North.

It is quite possible that failing action by the Dominion and the C.N. Ry., an American railway company would seriously consider building this line, if it got the chance to do so.

Who builds it is immaterial. Who controls it also as long as the people of the Peace and Northern B.C. get the use of Prince Rupert and the eastern end get the use of Churchill.

---

## ROAD TO LAC LA RONGE COMPLETED

October saw the completion of the 177-mile road from Prince Albert to Lac La Ronge in Saskatchewan. At present it is a dirt road but according to report it is to be gravelled and fully completed by August, 1947. The people of Prince Albert hail this new development as a tourist attraction, which no doubt it will be, but it is also in order to suggest that the Lac La Ronge district has very interesting mineral exposures. The Consolidated Mining and Smelting Co. Ltd. have a gold prospect some 80 miles north of Lac La Ronge and there are other companies also holding ground in that area. The new road should help this development.

# Maintenance Of The Alaska Highway

James Christianson, Chairman of the Alaska Highway Committee of the Edmonton Chamber of Commerce recently stated, when addressing the Dawson Creek Chamber of Commerce, that the Alaska Highway and its maintenance was a must for the people of North America. That it was not only of national importance to Canada but was of international importance as well. He added, that it was Canada's obligation to maintain and when necessary make improvements to it, holding out the inducement of vast tourist travel over the same. He also stated that at the present time there is a gap in the Alaska Highway extending from Edmonton to Dawson Creek with roads in that gap which are not a proper approach to this all important highway.

There is no question that he was right when he characterized the road as being of international importance. However, when he states that Canada must maintain this road at its own expense he surely overlooks the fact that in doing so Canada would be furnishing the United States with a vital link in the defence of the northern hemisphere and footing the bill. Surely it is proper that all Governments interested should all contribute towards the cost of its maintenance and improvement?

If that is admitted, then both the American Government, the Dominion Government and the Governments of British Columbia and of Alberta should all contribute towards this cost. The provincial governments of Alberta and British Columbia cannot for one moment assume the whole burden of providing proper maintenance through their sections and should be aided by the two senior governments. The most needed improvement is proper road connection between Edmonton and Dawson Creek, in fact this might be extended to include the road across Alberta and Saskatchewan to the American border, or south to the Montana border. These connecting roads at present are not adapted to carry any great volume of traffic and to forecast millions of tourists using them in their present condition is ultra pure optimism.

The cost of providing proper connecting roads both in B.C. and in Alberta would not be an undue burden on the Canadian taxpayers if such cost was split four ways.

The Provincial Governments collect enormous revenues from motorists and other road users and have, if they so will, more than enough funds to carry their share without extra cost to the provincial taxpayers.

---

## Edmonton's And Alberta's Future

Edmonton and Alberta's Future is the title of a series of articles illustrating the past, present and future of Edmonton and Alberta. These articles, originally published in the daily newspapers, have been reprinted in pamphlet form. They are fully illustrated with pictures old and new.

Messrs. Johnstone Walker Limited, the publishers of the series, took this form of publicity in recognition of the fact that 1946 is the sixtieth anniversary of the years it has done business in Edmonton. Those years are from 1886-1946.

Among the first of the pioneers of Edmonton's business life, Messrs. Johnstone Walker Ltd. have seen Edmonton grow from a hamlet to a city now recognized as presenting the greatest opportunity for future growth and expansion. The Store has served three generations of customers since the time that Mr. W. Johnstone Walker first established his modest business in Edmonton. The Johnstone Walker Department Store is now one of the landmarks of Edmonton's business.

The Story of Edmonton is fully told in these articles—both past and present and its future is also forecasted with the same faith as Mr. W. Johnstone Walker had in the past when he first located in Edmonton some sixty years ago.

The pamphlet is most interesting—the story is well told, the pictures are good and many are rare pictures of old time life in Edmonton. Replete with information it is of value to all interested in knowing where new opportunity exists.

---

Scene, Miami Beach—Two Manhattanites met: "Vel," says one, "if it ain't Oiving. Vere are you staying Oiv?"

"By der Roney Plasma," says Oiving. "Roney Plasma?" says the friend. "You mean Roney Plaza, stupid. Plasma means blood."

"Vell," says Oiv, "at fifty dollars a day, it ain't water."



## LAKE ATHABASCA PITCHBLENDE

Lake Athabasca Pitchblende ore, discovered on the Murmac Lake Athabasca Mines Ltd. property, is to be investigated. These deposits were reported upon very favorably by Dr. A. W. Joliffe, Dominion Government geologist, during the war years. No attempt was made at that time to further investigate them due to war restrictions placed upon this type of ore. These restrictions having been relaxed to a certain extent, the field has now been cleared as regards active development. The Company, it is stated, intends to immediately explore the possibilities fully and is sending a crew into the field. Camps are already available on the property. In addition to the pitchblende deposits, it is claimed that high grade gold showings occur on the western section of the property and these showings are also to be investigated.

The drunk woke up shivering. His hat and coat were missing. Desiring to get warm he spied a church and entered it quietly. The pastor was just starting his sermon. His text was on the sin of adultery, he announced. The drunk jumped up and started out of the church saying, "Now I know where I left my hat and coat."



### NOTICE TO CREDITORS AND CLAIMANTS

In the Estate of Frank Hemme, late of Yellowknife in the District of Mackenzie North West Territories of Canada, deceased.

NOTICE is hereby given that all persons having claims upon the estate of the above named Frank Hemme, who died on the 26th day of August, A.D. 1946, are required to file with the undersigned Administrator by the first day of February, A.D. 1947, a full statement, duly verified by statutory declaration, of their claims and of any securities held by them, and that after that date the Administrator will distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which notice has been so filed or which have been brought to his knowledge.

DATED this 29th day of November, A.D. 1946.

H. MILTON MARTIN,  
Administrator of the Estate of  
Frank, Hemme, deceased,  
721 Tegler Building,  
EDMONTON, Alberta.

### NOTICE TO CREDITORS AND CLAIMANTS

In the Estate of Isidore Regnier, late of Yellowknife in the District of Mackenzie North West Territories of Canada, Deceased.

NOTICE is hereby given that all persons having

claims upon the estate of the above named Isidore Regnier, who died on the 26th day of August, A.D. 1946, are required to file with the undersigned Administrator by the first day of February, A.D. 1947, a full statement, duly verified by statutory declaration, of their claims and of any securities held by them, and that after that date the Administrator will distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which notice has been so filed or which have been brought to his knowledge.

DATED this 29th day of November, A.D. 1946.

H. MILTON MARTIN,  
Administrator of the Estate of  
Isidore Regnier, Deceased,  
721 Tegler Building,  
EDMONTON, Alberta.

### NOTICE TO CREDITORS AND CLAIMANTS

In the Estate of Frank Hauser, late of Yellowknife in the District of Mackenzie, North West Territories, Canada, Deceased.

NOTICE is hereby given that all persons having claims upon the estate of the above named Frank Hauser, who died on the 26th day of August, A.D. 1946, are required to file with the undersigned Administrator by the first day of February, A.D. 1947, a full statement, duly verified by statutory declaration, of their claims and of any securities held by them, and that after that date the Administrator will distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which notice has been so filed or which have been brought to his knowledge.

DATED this 29th day of November, A.D. 1946.

H. MILTON MARTIN,  
Administrator of the Estate of  
Frank Hauser, Deceased,  
721 Tegler Building,  
EDMONTON, Alberta.

### NOTICE TO CREDITORS AND CLAIMANTS

In the Estate of Joseph Oliva Lanouette, late of Yellowknife in the District of Mackenzie, North West Territories of Canada, Deceased.

NOTICE is hereby given that all persons having claims upon the estate of the above named Joseph Oliva Lanouette who died on or about the 22nd day of April, A.D. 1946 are required to file with the undersigned Administrator by the first day of February, A.D. 1947 a full statement duly verified by statutory declaration, of their claims and of any securities held by them, and that after that date the Administrator will distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which notice has been so filed or which have been brought to his knowledge.

DATED this 29th day of November, A.D. 1946.

H. MILTON MARTIN,  
Administrator of the Estate of  
Joseph Oliva Lanouette,  
721 Tegler Building,  
EDMONTON, Alberta.

### NOTICE TO CREDITORS AND CLAIMANTS

In the Estate of John Dallas Harfst, late of Aklavik in the District of Mackenzie, North West Territories of Canada, Deceased.

NOTICE is hereby given that all persons having claims upon the estate of the above named John Dallas Harfst who died on the 18th day of February, A.D. 1946 are required to file with the undersigned Administrator by the first day of February, A.D. 1947, a full statement, duly verified by statutory declaration, of their claims and of any securities held by them, and that after that date the Administrator will distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which notice has been so filed or which have been brought to his knowledge.

DATED this 29th day of November, A.D. 1946.

H. MILTON MARTIN,  
Administrator of the Estate of  
John Dallas Harfst, Deceased,  
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# YELLOWKNIFE DEVELOPERS

List of Mining Companies and Syndicates operating in 1946.

## Abbreviations:

- Y.K.—Yellowknife.  
G.M.—Gold Mines.  
Exp.—Exploration.

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Admiral Y.K. Mines Ltd.  
Akaitcho Y.K. Gold Mines.  
Alcan Y.K. Gold Mines Ltd.  
Alpha Y.K. Gold Mines Ltd.  
Alta. Y.K. Explor. Co. Ltd.  
Amber Min. & Exp. Co. Ltd.  
Am. Metal Co. of Can. Ltd.  
Am. Y.K. Gold Mines Ltd.  
Amy Y.K. Gold Mines Ltd.  
Andrew Y.K. G. M. Ltd.  
Andy Y.K. Gold Mines Ltd.  
Arctic Exploration Co. Ltd.  
Arctic Golds Limited.  
Arctic Y.K. Gold Mines Ltd.  
Argonaut Y.K. G. M. Ltd.  
Asher Gold Mines Ltd.  
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Atlas Y.K. Mines Ltd.  
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Auriga Y.K. Mines Ltd.  
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Aurora Y.K. Mines Ltd.

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Beaulieu Y.K. Mines Ltd.  
Beaunorm Mines Ltd.  
Beauregard Y.K. Mines Ltd.  
Beauriv Y.K. Mines Ltd.  
Belle Bry Y.K. Mines Ltd.  
Berylaca Y.K. G. M. Ltd.  
Beulah Y.K. Mines Ltd.  
Bidd Con. Mines Ltd.  
Biloxi Y.K. Mines Ltd.  
Bitumont Holding Co. Ltd.  
Blade Y.K. Gold Mines Ltd.  
Boise Y.K. Mines Ltd.  
Bowie Y.K. Mines Ltd.  
Bravo Y.K. Mines Ltd.  
Bruin Y.K. Gold Mines Ltd.  
Bryhern Exp. Dev. & Min. Ltd.  
Burgess Y.K. Kirk. Mines.  
Bymar Y.K. Mines Ltd.

Cabala Y.K. Mines Ltd.  
Cabot Y.K. Gold Mines Ltd.  
Calif. Y.K. Gold Mines Ltd.  
Can. Gold & Metal Mg. Co. Ltd.  
Canaska Explorers Ltd.  
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Capt. Y.K. Gold Mines Ltd.  
Cardinal Y.K. Mines Ltd.  
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Cont. Diamond Drilling and Exploration Co. Ltd.  
Conwest Exp. Co. Ltd.  
Cortez Exploration Co. Ltd.  
Coventry Gold Mines Ltd.  
Crestarium Mines Ltd.  
Cyril Knight Prosp. Co. Ltd.

Dallas Y.K. Gold Mines Ltd.  
Dallray Y.K. Gold Mines Ltd.  
Deb Y.K. Gold Mines Ltd.  
De Staffany T. B. Mines Ltd.  
Deva-Lac Mines Ltd.  
Dis. Y.K. Gold Mines Ltd.  
Diversified Min. Int. (Can.)  
Dolphin Y.K. Mines Ltd.  
Dome Exploration Co. Ltd.  
Doris Y.K. Gold Mines Ltd.  
Drake Y.K. Gold Mines Ltd.  
Dunn Y.K. Mines Ltd.  
Durex Mines Ltd.  
Dyke Lake Gold Mines Ltd.

Echo Indin Mines Ltd.  
Eld. Min. & Ref. Co. Ltd.  
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Eskimo Pete Y.K. G. M. Ltd.

Fairbanks Y.K. G. M. Ltd.  
Falconbridge Nickel M. Ltd.  
Fleetwood Y.K. G. M. Ltd.  
Flobec Gold Mines Ltd.  
Forbes Y.K. Gold Mines Ltd.  
Fort Rae Gold Mines Ltd.  
Fortune Y.K. Mines Ltd.  
Frankfort Indin Gold M. Ltd.  
Frederick Y.K. Mines Ltd.  
Frobisher Expl. Co. Ltd.

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G.B. Explorers Ltd.  
Giant Y.K. Gold Mines Ltd.  
Glidmac Mining Co. Ltd.  
Goldcrest Mines Ltd.  
Golden Slipper Mines Ltd.  
Goldknife Mines Ltd.  
Goldpac Y.K. Mines Ltd.  
Goldrich Y.K. Mines Ltd.  
Goldwin Explor. Co. Ltd.  
Gordon Lake (Y.K.) Mines. Ltd.  
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Hallmark Y.K. G. M. Ltd.  
Harpers Malartic G. M. Ltd.  
Hearne Y.K. Mines Ltd.  
Homer Y.K. Mines Ltd.  
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Huhill Y.K. Mines Ltd.  
Index Drill. & Ex. Co. Ltd.  
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Snare River Exp. Co. Ltd.  
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South End Petroleum Ltd.  
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Spinet Mining Co. Ltd.  
Spring, Sturgeon G. M. Ltd.  
Spud Arsenault Mines Ltd.  
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## Congratulations Chamber of Mines

The long past due request for the Board of Transport Commissioners to examine into the freight rates charged over the A. & G. W. Ry. from Edmonton to Waterways has at last been made by an official body, namely the Alberta and North West Chamber of Mines. The urge for this no doubt arose from the announcement that the railways were seeking a 30 per cent increase in freight rates. Should this increase be granted, it would mean that the rates between Waterways and Edmonton, already 40 to 50 per cent higher than rates to other places in the west would then be at least 75 per cent higher. Water transport in the north has long been blamed for the present high cost of getting equipment and supplies to the Yellowknife, notwithstanding the fact that the railway freight rate over a short 300 miles has always been the bottleneck. For years this railway, although completed with the exception of laying the last three miles of rail into McMurray the terminal under the charter, has been run outside the jurisdiction of the Railway Commission. Hence freight rates charged have been at the will of the railway operators. There is no more excuse for these high rates over this particular line than there is for

similar rates to be charged between Edmonton and Calgary. In fact to clinch this statement the freight rate from Vancouver to Waterways roughly 1,200 miles is less than the rate from Edmonton to Waterways 300 miles, on some lines of freight. Another point which should be emphasized is the fact that the equipment used on this and other northern railways is obtained on a high rental basis. Rental is charged for engines, freight cars, passenger cars and loading equipment instead of each line owning its own equipment. Anything and everything to make operation costs seem high. The Waterways line is perhaps the most lucrative railway, per mile, in Canada today. That is because rates charged on a limited service to the North are out of all proportion to the services rendered. To illustrate these exorbitant charges—an 18-foot canoe and some equipment weighing less than 300 lbs. was shipped from Yellowknife to Edmonton—the charge for water freight from Yellowknife to Waterways was less than \$10.00 a distance of 700 miles. The railway charge from Waterways to Edmonton was \$14.20, a distance of less than 300 miles.

"I wonder if I could make you melt in my arms?"

"No—I'm not that soft and you are not too hot."

## Those Freight Rates To The North

As most people know there is a Standing Committee on Railways and Shipping at Ottawa which gets information from time to time concerning the operations of the railways of Canada. In view of the present application for an increase in freight rates it is interesting to absorb the undernoted information in regard to the operation of the Northern Alberta Railways, under lease and joint control of the two major transcontinentals.

Mr. Cooper, a C.N.R. official, in answering a question stated that "Our share (C.N. Ry.) of the loss on the operation of the Northern Alberta Rys. for 1939 was \$638,000, the C.P. Ry. taking the other share of the loss, making the total loss on this railway operation \$1,276,000.

Later Pearl Harbor and the Japanese war occurred. The N.A. Ry. was founded with U.S. equipment and Yankee dollars. The dollars lifted the N.A. Ry. out of the red. Then the Americans, after peace arrived, went away. Again questions were asked at the October (1945) session. Mr. Vaughan, of the C.N. Ry. stated that there was a loss of \$1,486,000 on the N.A.R. due to revenue being lowered from \$3,853,000. The reason given was that the American patronage had been eliminated and was not likely to occur again. He added the N.A. Ry. will show a deficit for some time to come, due to lack of traffic. He also added that any extension of the railway might increase the loss.

The Hudson Bay Railway was also dealt

with. The Committee was told the railway operated at a loss of \$565,000 in 1944. Had no motive power or rolling stock. One trip a week was made part of the time and one trip in two weeks other part of time. \$26,000 was paid as rental for freight cars—\$37,000 for locomotives; \$5,575.00 for passenger cars and \$26,100 for loading equipment. It therefore cost an average for rentals alone, apart from operating crew and other expenses, of some \$2,453 on each trip made.

The main point as concerns this operating deficit both on N.A. Ry. and Hudson Bay Railway is the fact that both companies charge rentals for ordinary necessary railway equipment instead of providing same on a capital basis at a much cheaper cost. It is interesting to note that on other lines both railways fully equip the same with its own rolling stock. Most of these other lines, however, operate in direct competition with railways in the States.

It is apparent that there is a determination to keep both railways in the red as much as possible.

### GOLD AT \$52 PER OZ.

Since Walter Winchell broadcasted a prophecy that gold prices would be increased to \$52 per ounce in the near future, there have been other rumors which tend to confirm his statement and there is no doubt, although officially denied, that the price of gold is to be raised before long.

The bride wore one of those biblical gowns—low and behold.

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*Happy New Year!*

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# Russia's Example In Northern Development

Russia, under the Czars, had a tremendous area undeveloped in Eastern Russia known as Siberia. For many years it was used solely as a place where convicts and political prisoners were sent in exile. Russians shuddered at the mention of Siberia in Russia, and people in other parts of the world looked with awe on any civilized country sending people into a land where death was supposed to be the only release.

Then the Czar government built the Trans-Siberian Railway and things began to change. Almost immediately towns sprang up across the vast steppelands of Siberia and a port—Vladivostok together with several others came into being on the Pacific side of Siberia. Then came the revolution. Since then Russia has double-tracked its thousands of miles of Siberian rails, extended branch lines north and south—connected the rails up with navigable waterways and now not only has cities and towns on the main line, but almost as large cities and towns strung along the navigable streams to the north and south, even along the Arctic Coast. The Arctic Ocean, characterized in olden days as an icebound impassable ocean, now carries steamer trade along its entire length from Archangel to the Behring Straits and thence down to Seattle and other coastal Pacific Ocean trading marts. The railways started this development, the waterways helped to round out the picture. Today, Siberia, unlike Northern Canada, is well populated and room has been found for millions of Russians in a country which has proved itself to be, not a barren frozen waste, but a fertile area carrying numerous natural resources sufficient to support a huge population.

Australia, in the Victorian days, was used solely as a transportation area for convicts exported from England. It was looked upon as a remote and unwanted section of the great and growing British Empire. It took many years before railway connections on this huge continent were put in place, the transportation of convicts stopped to be replaced by real population. Today, Australia is a jewel in the crown of the British Empire. Like Canada, it is a commonwealth and practically independent part of the British Empire. It took railways to start the ball rolling. Today Australia has attained nationhood, simply be-

cause railways took the first steps towards development.

Canada, prior to the coming of the C.P. Ry. was confined almost solely to eastern Canada, the prairies were vacant with only Indians and buffalo and a few pioneer white men occupying the vast fertile areas of Manitoba, Saskatchewan and Alberta. After the advent of the C.P.R. western Canada witnessed unparalleled "booms", population came in droves, and today that part of Canada served by efficient railways is well developed.

Not so to the North of this railway strip of Canada. When those great men the late Sir Wilfred Laurier and President Hays of the Grand Trunk Railway conceived the idea of a new port at Prince Rupert, which resulted in the building of the present Canadian National Railway across Canada, they had in mind fleets of boats plying out of Prince Rupert to Russia and the Orient. Hence the drydocks, the wharves, marine stations and other great port facilities established at Prince Rupert by them. The line of rails which connects Prince Rupert with the transcontinental railway system of Canada is today only a branch line, one of the few branch lines which pretend to tap the huge country to the North, an area greater in natural resources than any other part of Canada. The North is in the same state as was lower western Canada prior to the entry of the Canadian Pacific Railway and will remain so as long as Canada is content to call a 250-miles strip east and west across the continent the Dominion of Canada. Any map of Canada will show red lines drawn across it with apex at the North Pole, showing that this belongs to Canada, but there are no railway lines. What do other people, the vast land hungry millions of the world, think of these vacant areas. Are they content to allow Canada to hold them vacant or will they, some day, perhaps in the near future, say, "Either you develop them or we will." Knowledge begets envy—envy begets wars.

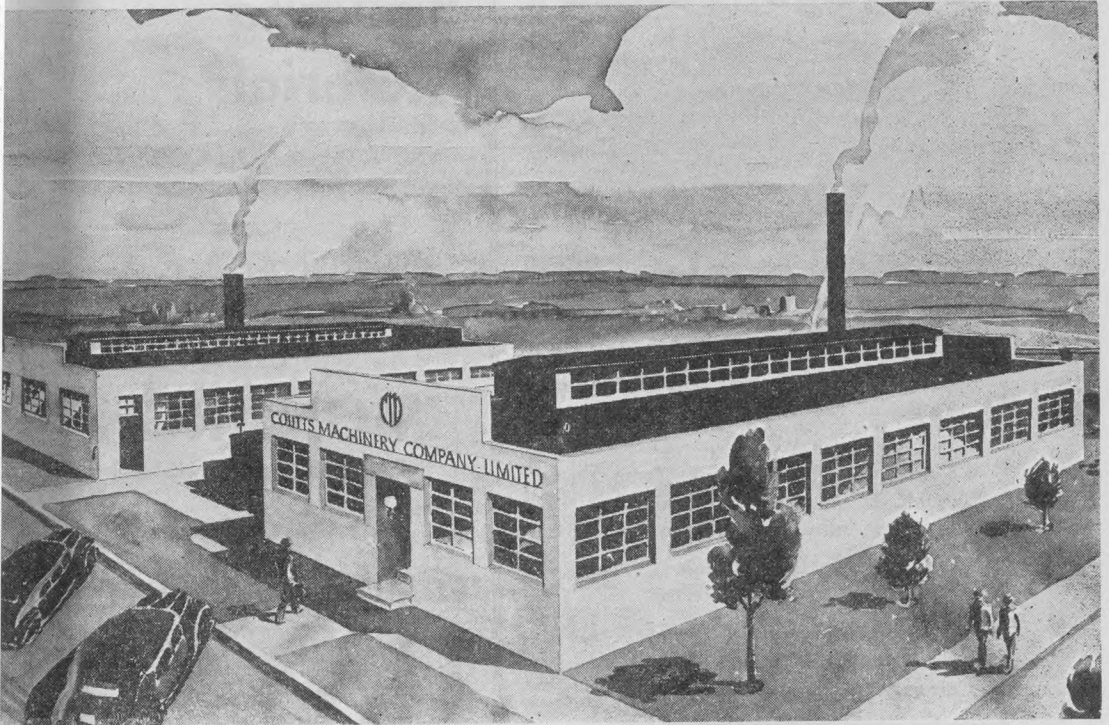
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## New Home for Coutts Machinery Co., Ltd.



Some 26 years ago, Thomas H. Coutts organized a company for the manufacture and repair of agricultural, sawmill and other machinery. The plant consisted of a foundry, fabricating, and machine shop, and was incorporated under the trade name of the Coutts Machinery Company Limited.

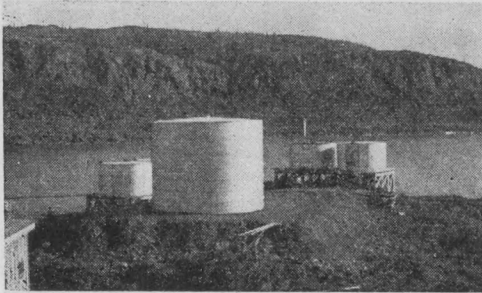
Having established, in the intervening period, a name for quality workmanship, equitable prices and just consideration to all customers, this organization now finds its present facilities too limited to provide for the needs of its patrons; and it has embarked on a program of expansion.

The new premises—construction on which is already well advanced—will consist of two concrete and steel structures with capacity well in excess of double the present volume. New and modern machine tools and equipment is being installed, and the facilities of this plant will make it admirably adapted to the range of work provided for. This includes the manufacture of sawmill machinery, conveying machinery, grain handling machinery for farm and mill use, including the "LOVE" patented grain loader for trucks, Coutts mill and farm type grinders, elevators, etc.

In addition to its own line of manufactures, the company plans to market affiliated lines such as power units, mill supplies, etc., with provision for complete service for all such equipment.

Scheduled for completion during 1947, this plant will indeed provide another substantial link in the chain of industrial development of the great northwest.

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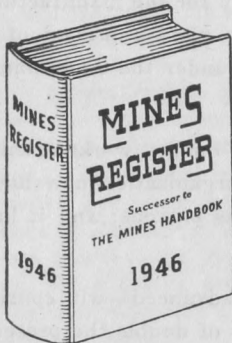
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## Lloydminster Oil Production Increases

Oil production in the Lloydminster oil fields increased from a total of 16,507-87 bbls. in 1945 to 79,006.75 bbls. in the first seven months of 1946. The production for October, 1946, was 21,149.92 bbls, which exceeds the total production in 1945 by some 5,000 bbls.

The following wells contributed to the October figures: Community Services Nos. 3, 4, 6, 9, 10, 12, 13, 14, 15, 17; Groat No. 1; National Grant No. 1; S.A.C. Nos. 3, 4; Lloydminster No. 6; Van Lloyd Nos. 1, 2; Withers Groat No. 3.

The most outstanding fact concerning the Lloydminster field is that it has been brought in with very little publicity. Many people in Alberta, when they think of oil, can only visualize the Turner Valley and other southern occurrences. Lloydminster today has more than fifty producing wells, drilled during the past two years. A refinery with a capacity of 5,220 bbls. a day is being moved up from Wyoming by the Husky Oil Refinery and is expected to be in operation shortly after the commencement of the new year. In addition, it is stated, that Chicago interests are also planning to build a refinery in the new field. It is also stated that the Schlumberger Well Surveying Corporation, which has international units and is the world's largest operator of its kind, is also entering the field.

The Lloydminster field seems to be on the way to still further add to western oil production which has done much to help Canada to be self maintaining as far as oil consumption is concerned in Alberta and Saskatchewan.

## YELLOWKNIFE... 1946

Over 250 companies are now operating in the Yellowknife District. Whilst most of them are at present prospecting ore bearing ground, some have the makings of important mines. A pamphlet, reproduced in this issue, published by the Department of Mines, Ottawa, gives official information on the Yellowknife of interest to all looking for northern opportunity.

Said the bride, "Your dinner is going to be different tonight, honey, one of the neighbors just told me that you add water to those dehydrated foods."

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## NORTHERN DEMAND INCREASES

It's a far cry, states J. W. Weir of Alberta Motor Boat Co. Limited, to the days when the building of a river boat or launch in the City of Edmonton for northern use was a remarkable feature of Edmonton business. In those days pioneers from the North would spend the entire winter in Edmonton supervising and watching local shipbuilders build the boat or launch which would mean success or failure for a trip into the Unknown.

Today it is a different story—years of experience in northern boat building has enabled the Alberta Motor Boat Company to fulfill every requirement demanded for watercraft operation in the North. In addition, canoes, skis, dogsleds built to Northern specifications are supplied in their hundreds for use in the north.

Motive power is also not overlooked for the company represents the old reliable Evinrude Motors in Alberta. These outboard motors are designed to furnish the utmost power required for the type of boat upon which they are used. In addition they can also supply outboard motors using either Diesel or gas power.

Boats and schooners built by the company are shipped fully equipped with power auxiliary engines, sails and other requirements so that the boat, once delivered at Waterways, Alberta, is immediately ready for launching and can proceed downstream under its own power.

It takes time to build these boats and anyone contemplating river work during the 1947 water navigation season in the North should get in touch as soon as possible with the Company. All enquiries should be addressed to The Alberta Motor Boat Company Limited, Low Level Bridge, Edmonton, Alberta.

### BUYS TELEPHONE LINE

The Dominion Government has recently purchased the American Army's inter-communication system between Whitehorse and Edmonton for some \$1,700,000. It is known as the Edmonton-Alaska telephone line. Its maintenance and operation is being carried out as part of the Dominion Government telegraph system.

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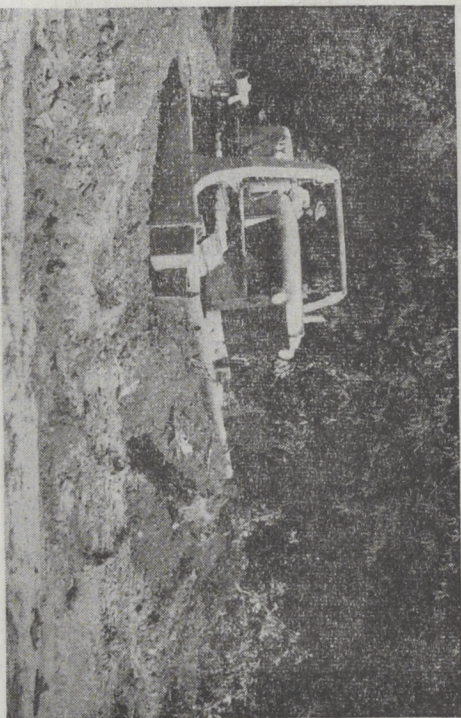
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